BookletChart™

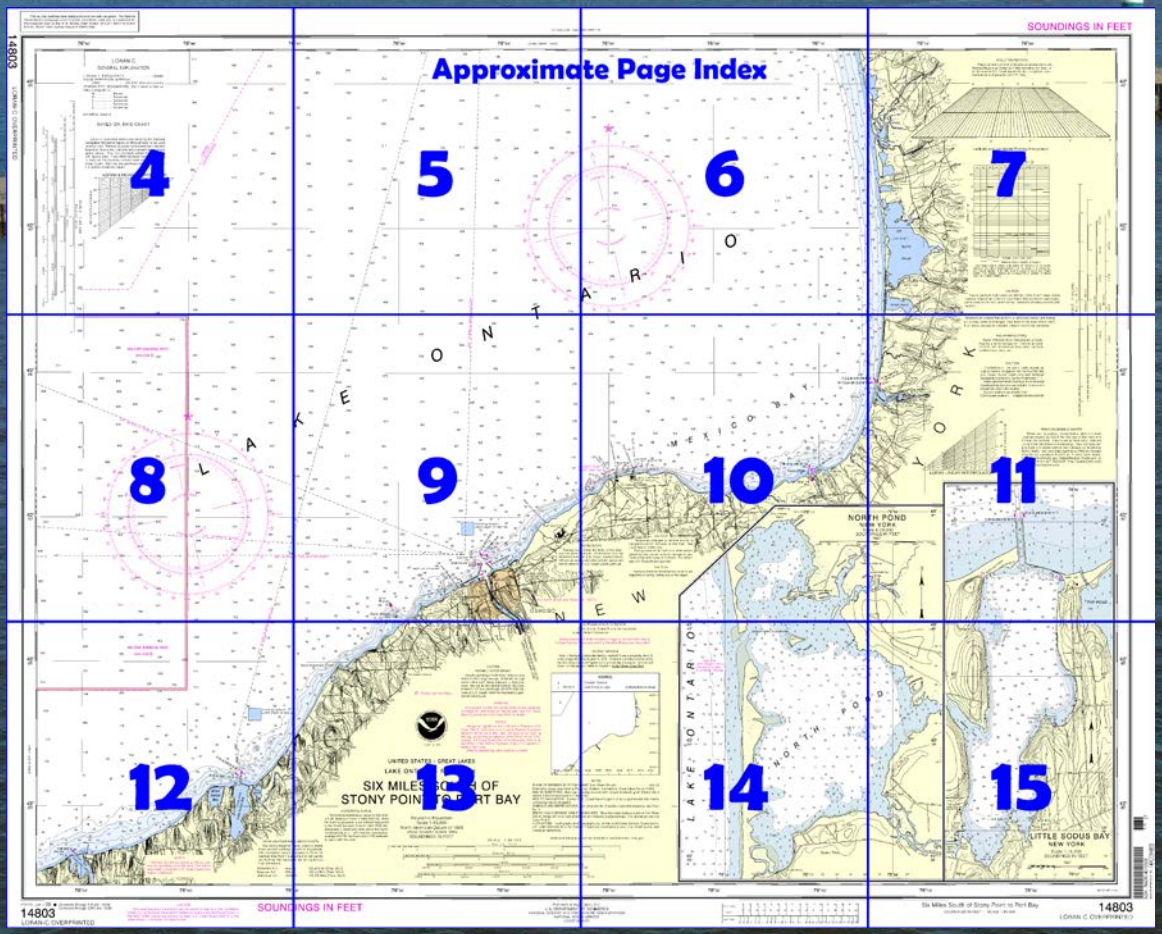
Six Miles South of Stony Point to Port Bay

NOAA Chart 14803

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14803

(Selected Excerpts from Coast Pilot)
From Stony Point the coast trends south for about 22 miles, and thence west for about 7 miles to Nine Mile Point. **Mexico Bay** is the broad, open formation in the bend east of Nine Mile Point.
The shoreline, for about 4 miles southeast of Stony Point, is a series of irregular indentations with a rocky bank extending as much as 0.9 mile offshore. About 4.5 miles southeast of Stony Point, **Drowned Island,** covered 1 foot, is on a bank that extends 1 mile offshore and is marked by a buoy.
North Pond, about 13 miles south of Stony Point, is separated from the lake by a long, narrow neck of land. The narrow, continually shifting entrance channel had a reported controlling depth of 3 feet in 1977. Local knowledge is advised. The pond, about 3.5 miles long and 2 miles wide, has depths of 6 to 13 feet with shoaling to lesser depths along the shore and on the north, east, and south sides. Several marinas on the pond provide berths, gasoline, ice, marine supplies, sewage pump-out, launching ramps, a 3-ton mobile hoist, and engine and hull repairs. In 1977, depths of 2 to 4 feet were reported alongside the berths.
The **Salmon River,** about 6 miles south of North Pond entrance, empties into **Port Ontario** which is entered through a dredged channel protected by breakwaters. The dredged channel leads about 0.5 mile to the town of **Selkirk.** The outer ends of the breakwaters are marked by lights and the channel is marked by buoys. In 2007, the controlling depth was 3.7 feet (6 feet at midchannel) in the dredged channel.
Little Salmon River enters the southeast side of Mexico Bay.
In Mexico Bay, from Selkirk to **Nine Mile Point** (43°31.5'N., 76°22.0'W.), the bottom is rock, and deep water is within 1 mile of the shore. The headland west of Nine Mile Point is relatively deep-to, and southwest to Oswego shallow water extends no more than 1 mile offshore.
The James A. Fitzpatrick Nuclear Power Plant and the Niagara Mohawk Power Corp. Nine Mile Point Nuclear Station is on the headland west of Nine Mile Point. A **security zone** has been established in the waters just offshore of the power plant and station. (See **33 CFR 165.1** through **165.30** and **165.911**, chapter 2, for limits and regulations.)
Oswego Harbor, at the mouth of the **Oswego River,** is on the south shore of Lake Ontario about 15 miles from its east end and about 45 miles south of Tibbetts Point at the head of the St. Lawrence River. The harbor serves the city of **Oswego, NY,** and is the terminus of the Oswego Canal of the **New York State Canal System.** The harbor comprises an outer breakwater harbor of refuge and an inner terminal harbor in the Oswego River. Because most of the very severe storms are from the W and northwest, with a fetch the entire length of the lake, the outer harbor is an important harbor of refuge for vessels.
An unmarked **dumping ground** with a least reported depth 35 feet is about 1.5 miles north-northwest of the entrance of Oswego Harbor.
Dangers.–It is reported that during flood river conditions currents in the river attain velocities up to 5 mph (4.3 knots).
Oswego Coast Guard Station is on the south side of the outer basin 0.2 mile west of the mouth of Oswego River.
From Oswego, the bold shoreline runs southwest for about 7 miles to **West Ninemile Point** (43°24.8'N., 76°37.8'W.). About 3 miles northeast of this point is **Ford Shoals,** a group of boulders and stony mounds just below the water surface. The shoals extend about 0.7 mile offshore and are marked on the northwest side by a lighted buoy.
From West Ninemile Point southwest for 6 miles to Little Sodus Bay, the shore is hilly, and shallow water extends from 0.5 to 1 mile offshore.
Sabin Point, on the east side of the entrance to Little Sodus Bay, separates the bay from **The Pond.** A channel from Lake Ontario into The Pond leads under a fixed bridge. The Pond, however, is virtually closed to navigation, because it is close to a bathing beach and the bridge.
Little Sodus Bay, 13 miles southwest of Oswego, extends 2 miles south from the shore of the lake. Its shores are bold, except in the bights.
An unmarked **dumping ground** with a least reported depth of 35 feet is about 2.5 miles north-northeast of the bay entrance.
Dangers.–With west winds, a strong current runs across the outer end of the entrance piers. Avoid being set east of the pierheads where the bottom is hardpan with no holding ground.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Table of Selected Chart Notes

CAUTION
North Pond entrance channel is subject to continual change
12

Ⓟ Pump-out facilities

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

Polyconic Projection
Scale 1:80,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

NOTE B
Mariners should use caution as military craft may be operating within the area. For further information consult the U.S. Coast Guard Local Notice to Mariners.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.249" northward and 1.243" eastward to agree with this chart.

CAUTION
POTABLE WATER INTAKE
Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.
Refer to charted regulation section numbers.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA WEATHER RADIO BROADCASTS
to agree with tha
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Rochester, N.Y.	KHA-53	162.40 MHz (Chan. WX-2)
Syracuse, N.Y.	WXL-31	162.55 MHz (Chan. WX-1)
Watertown N.Y.	WXN-68	162.475 MHz (Chan. WX-3)

CAUTION
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

SOURCE DIAGRAM
Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION
Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....243.3ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

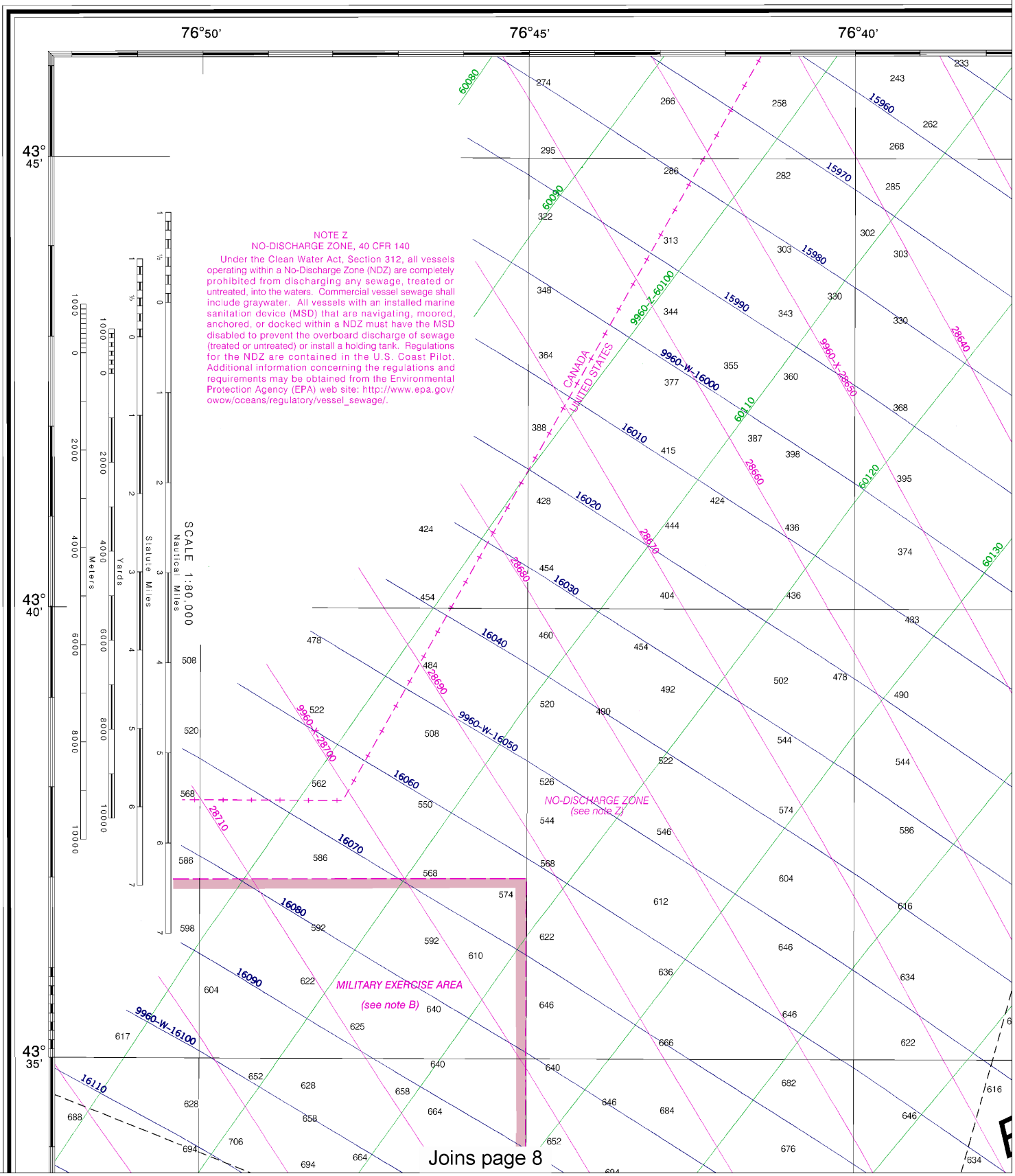
No. 1
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey,

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

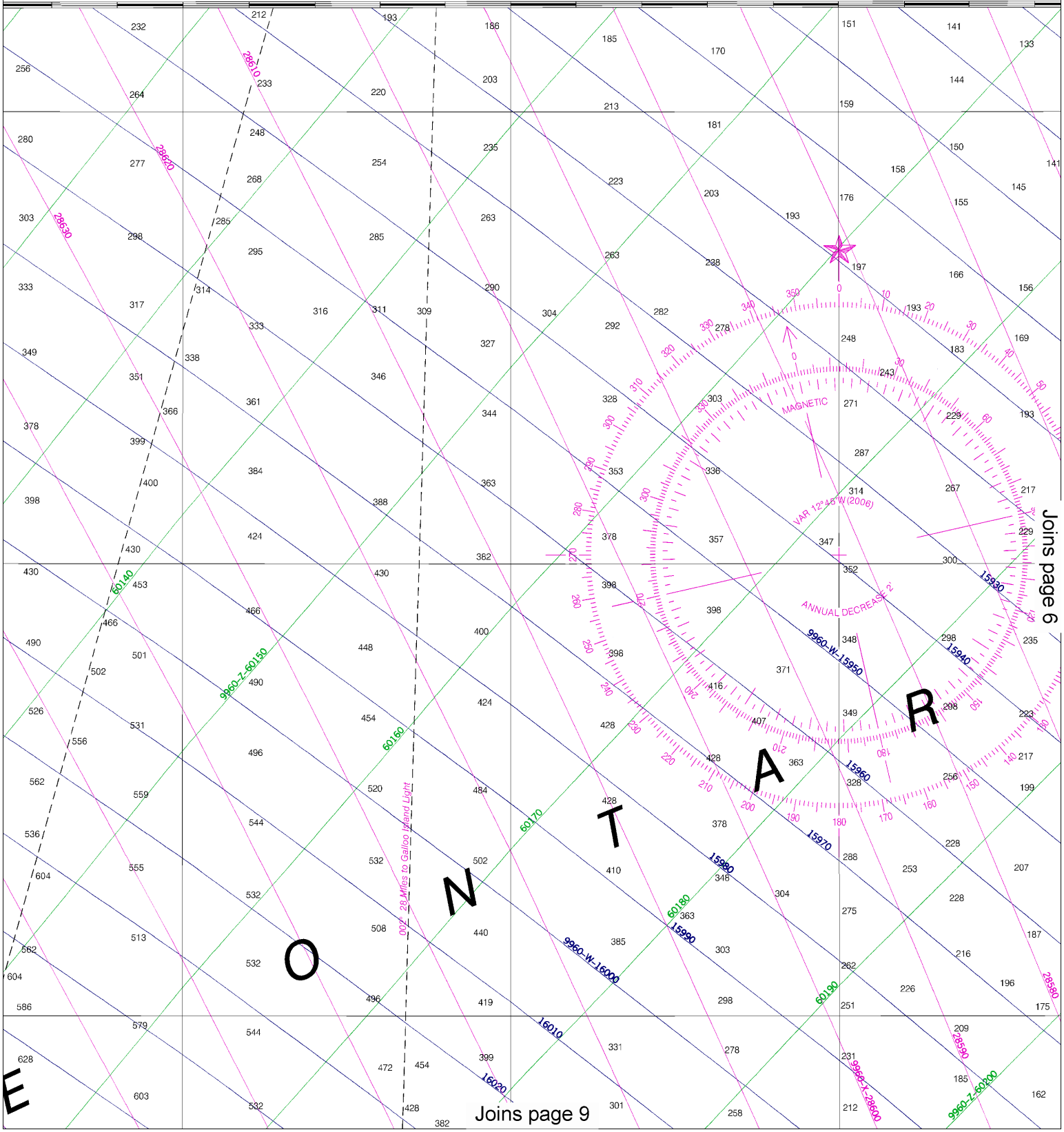
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

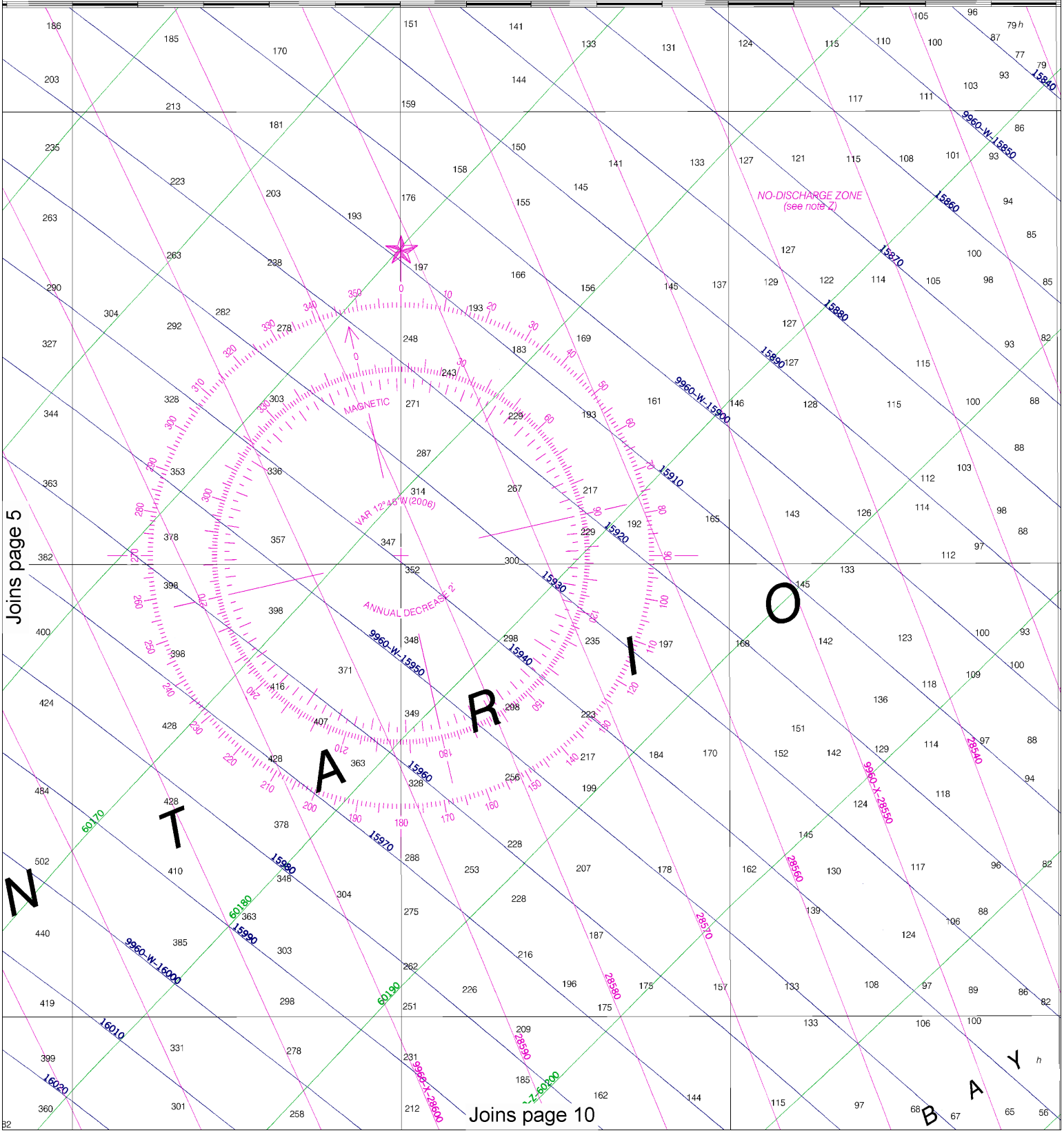
Formerly LS 22, 1st Ed., 1878 KAPP 1114

76°35' 76°30' JOINS CHART 14802 76°25'



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

76°30' JOINS CHART 14802 76°25' 76°20' 76°



Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

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Yards: 1000 0 2000 4000 6000 8000 10000

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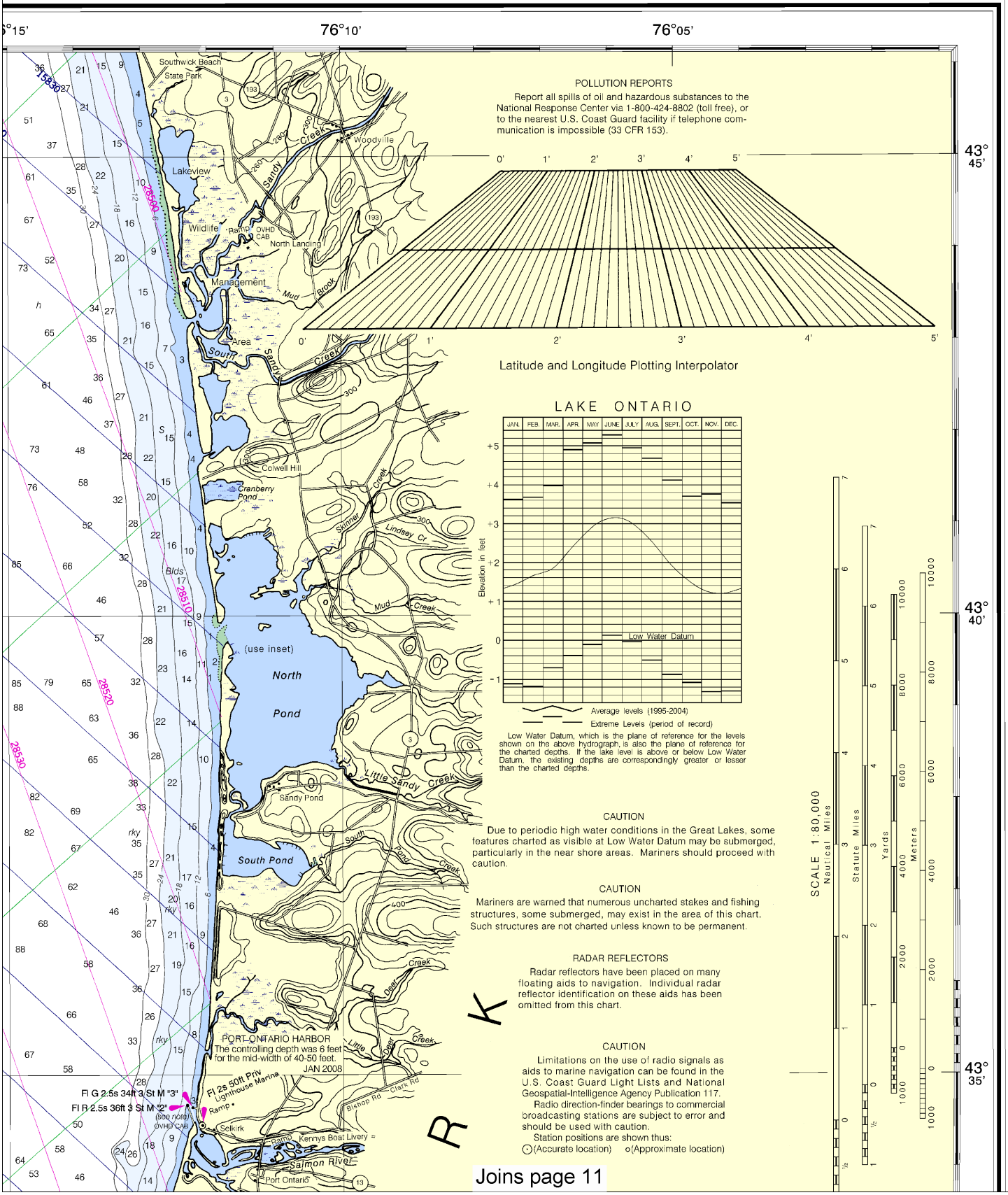
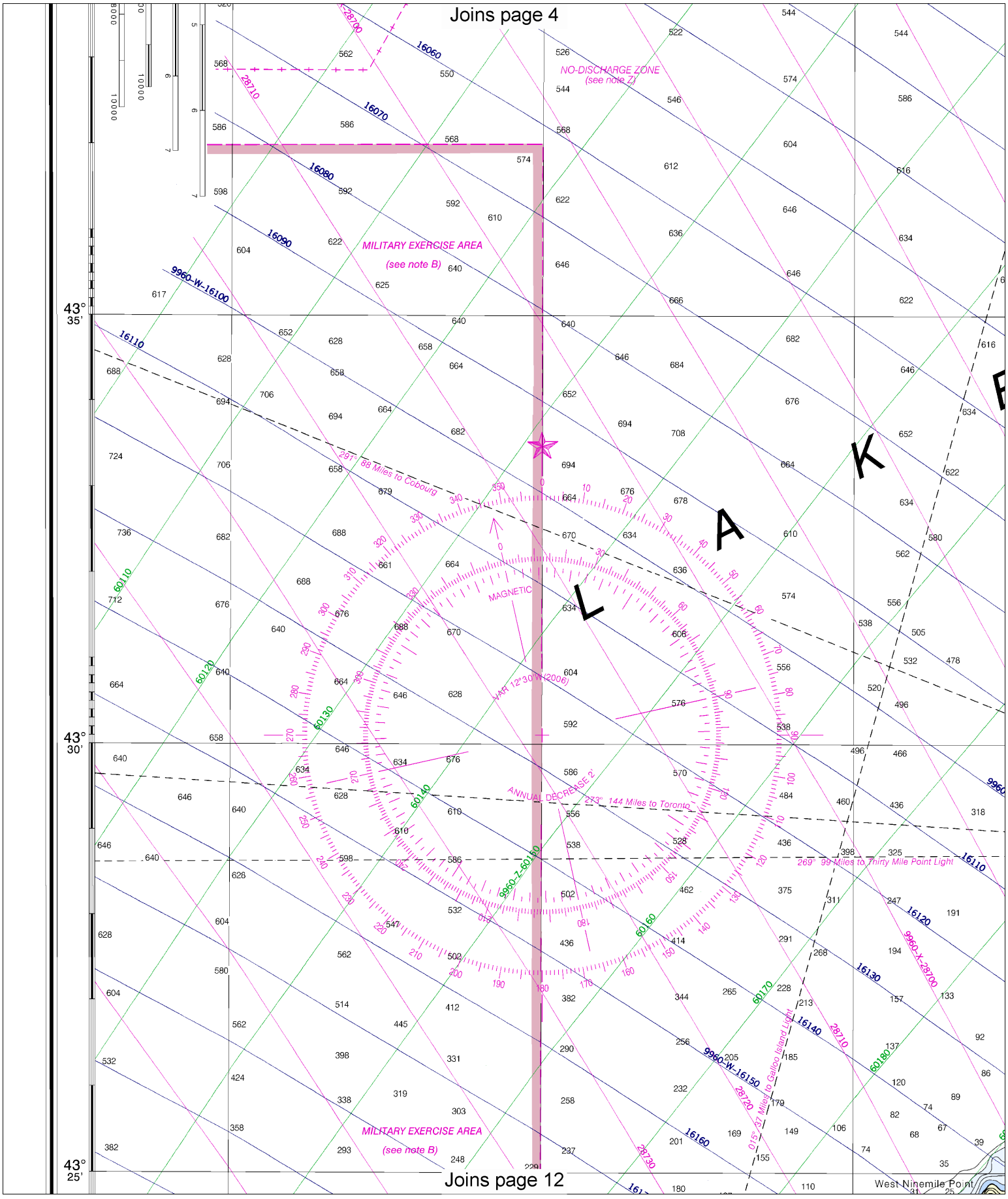


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012, NGA Weekly Notice to Mariners: 4812 12/1/2012, Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



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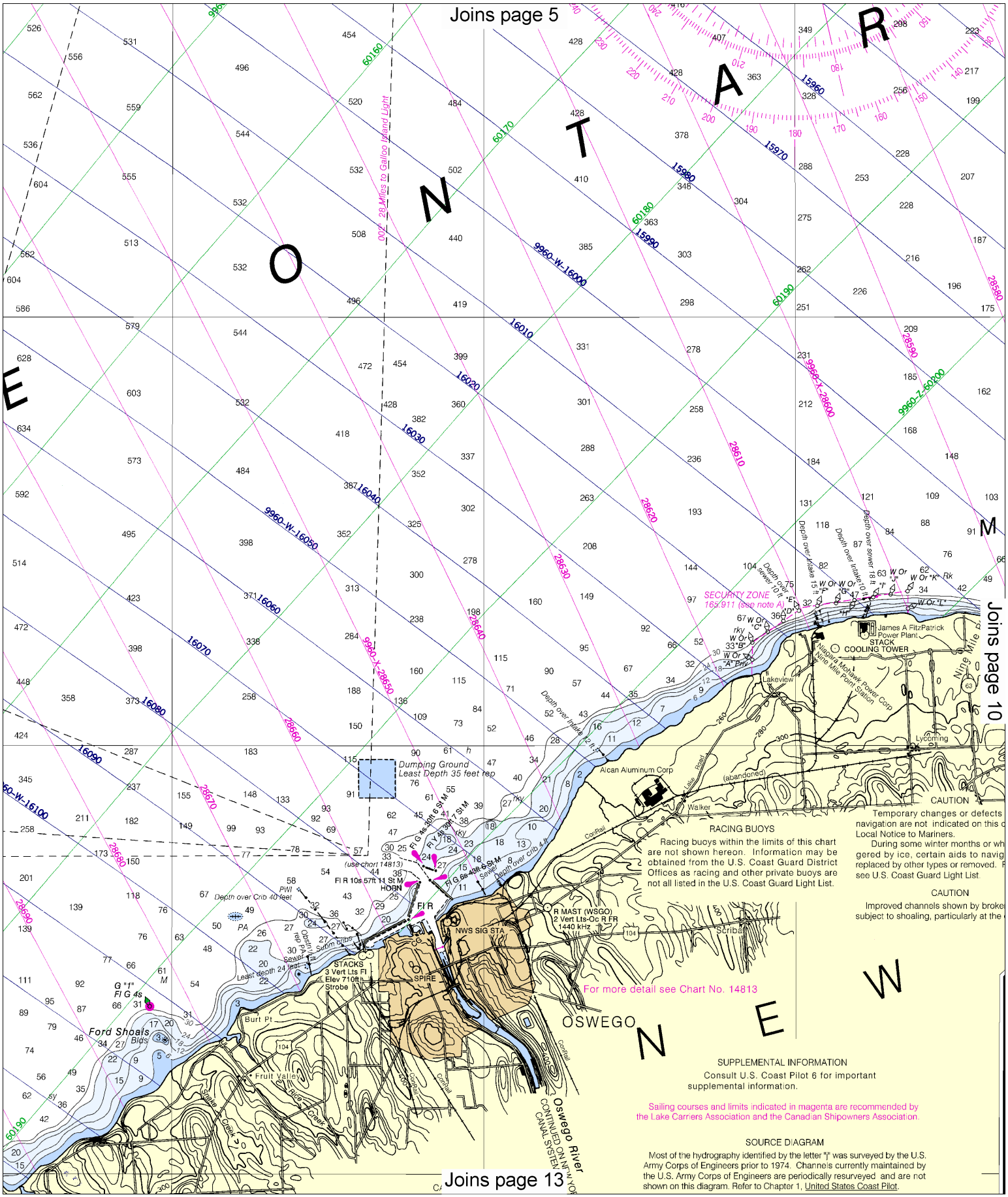
Joins page 5
ONTARIO
Joins page 10
Joins page 13
SECURITY ZONE
165.911 (see note A)
James A FitzPatrick Power Plant
STACK
COOLING TOWER
Nine Mile Point Nuclear Station
Lakeview
Lycoming
Alcan Aluminum Corp
(abandoned)
Walker
Scriba
Dumping Ground
Least Depth 35 feet rep
Fl R
NWS SIG STA
R MAST (WSGO)
2 Vert Lts-Oc R FR
1440 kHz
STACKS
3 Vert Lts Fl
Elev 710ft
Strobe
SPIRE
OSWEGO
Ford Shoals
Burt Pt
Fruit Valley
Oswego River
CONTINUED ON NEW YORK CANAL SYSTEM
For more detail see Chart No. 14813
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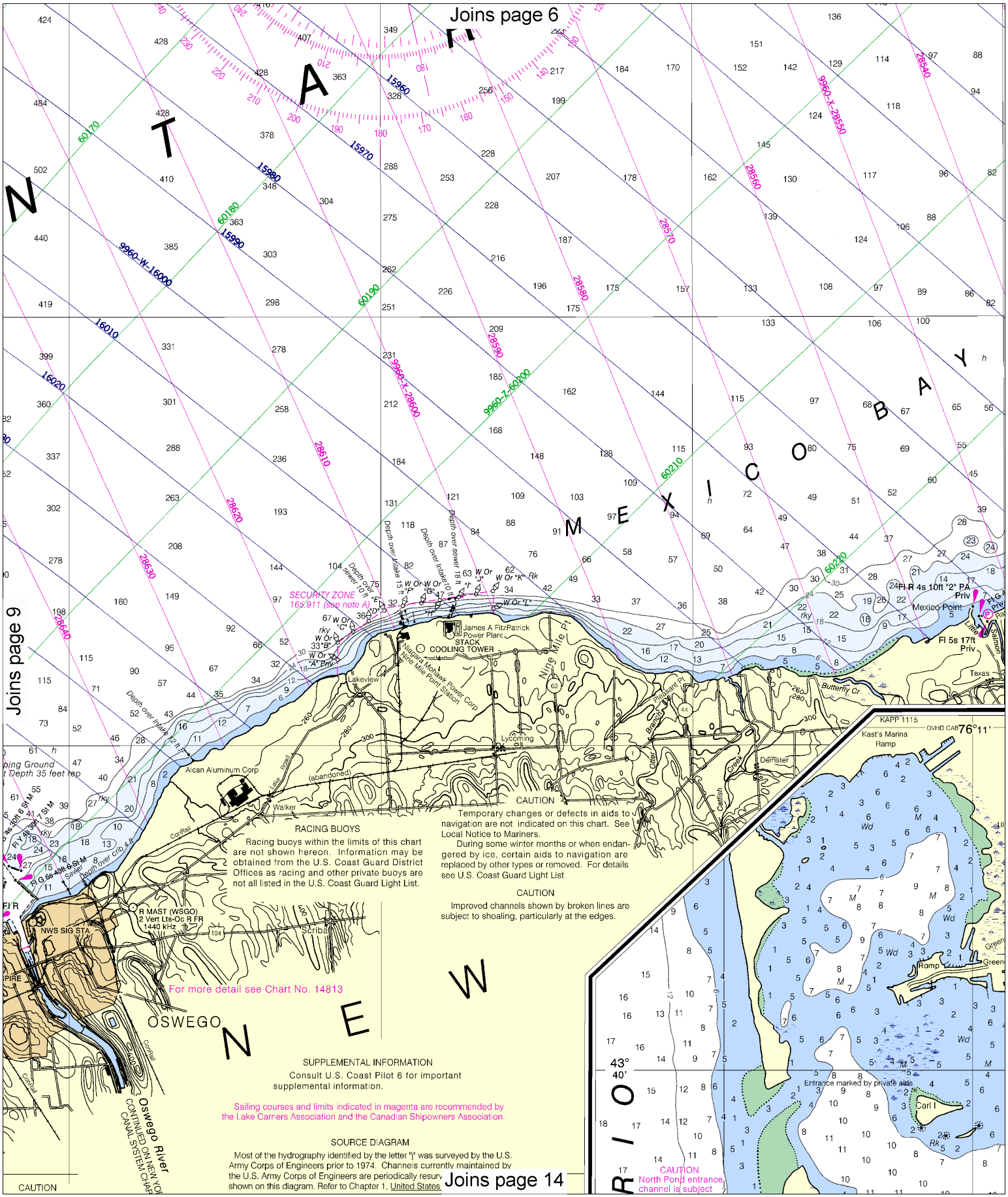

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Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
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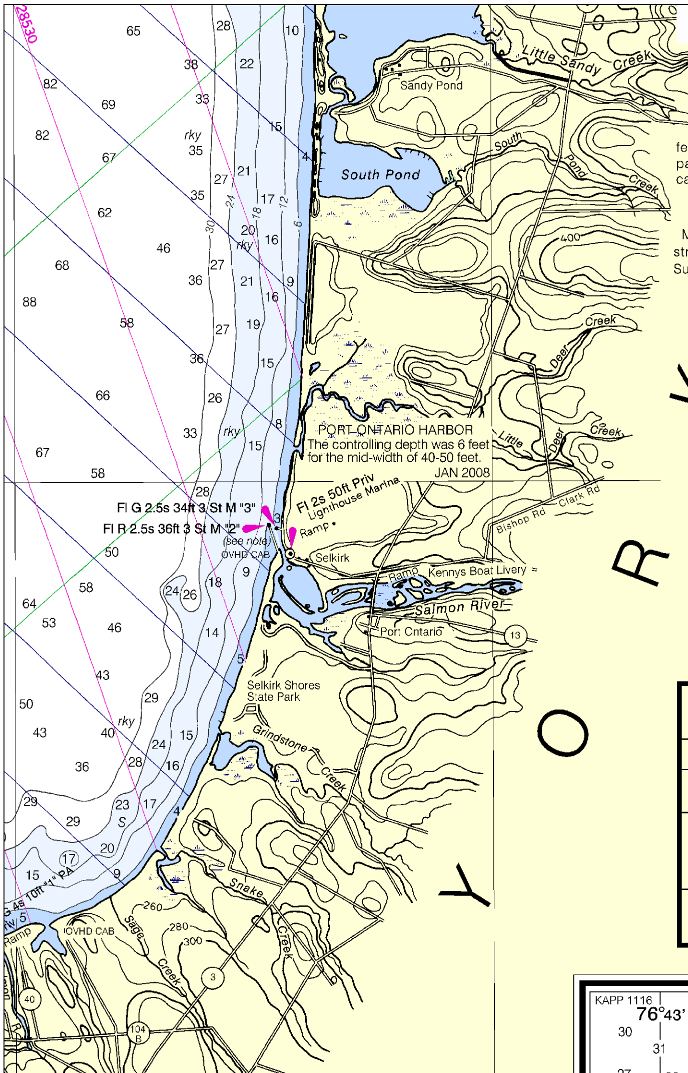

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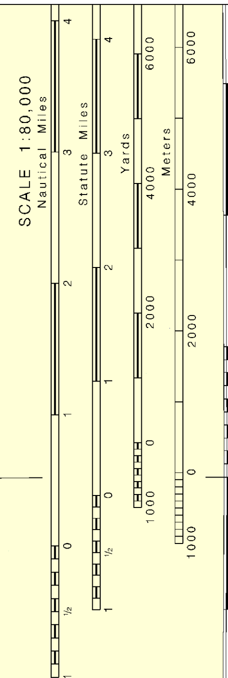
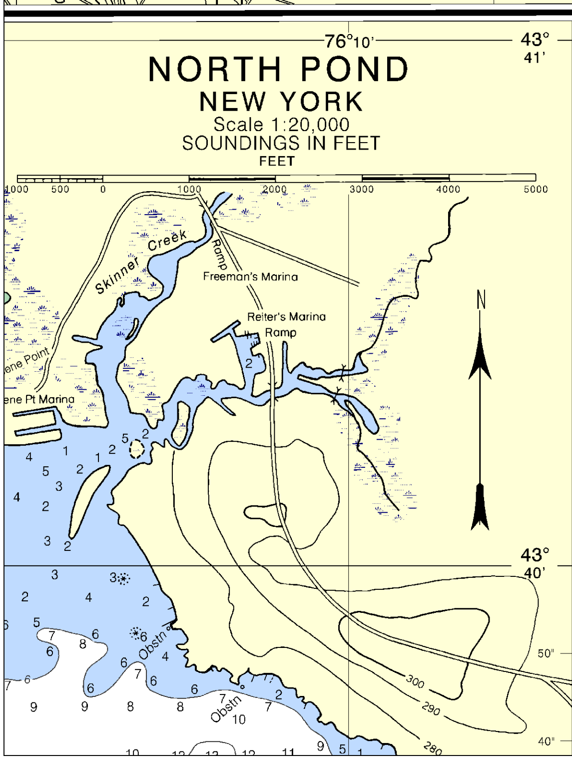


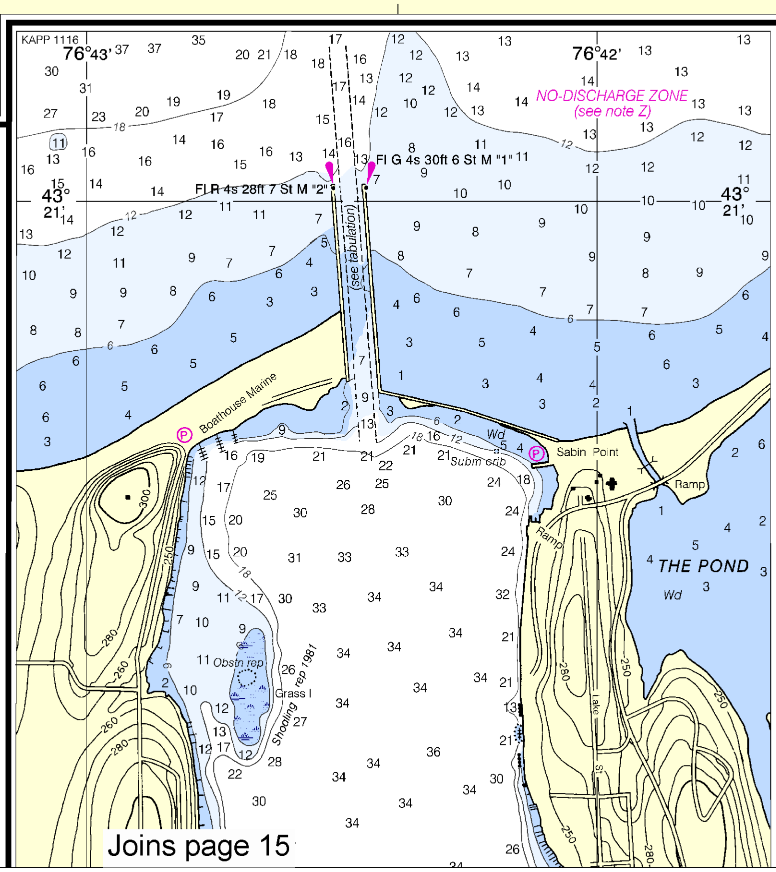
LITTLE SODUS BAY HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 2011

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (FEET)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL TO LITTLE SODUS BAY HARBOR	5.9	5.7	5.4	10-10	150	2500	15.5*

* MAINTENANCE DEPTH
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

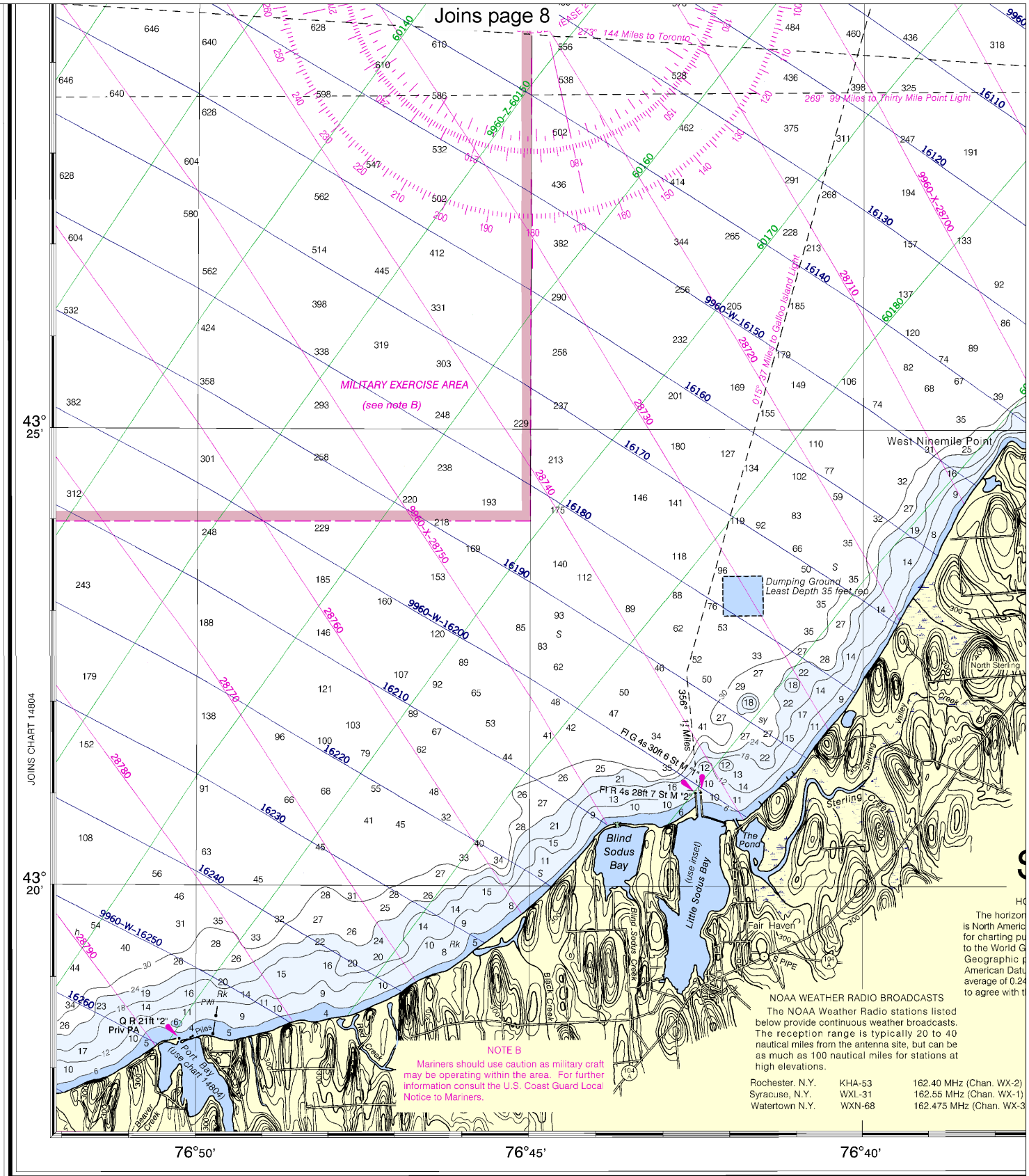




43° 30'

43° 25'

Joins page 15



27th Ed., Jan. / 06 ■ Corrected through NM Jan. 14/06
Corrected through LNM Jan. 10/06

14803

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN F

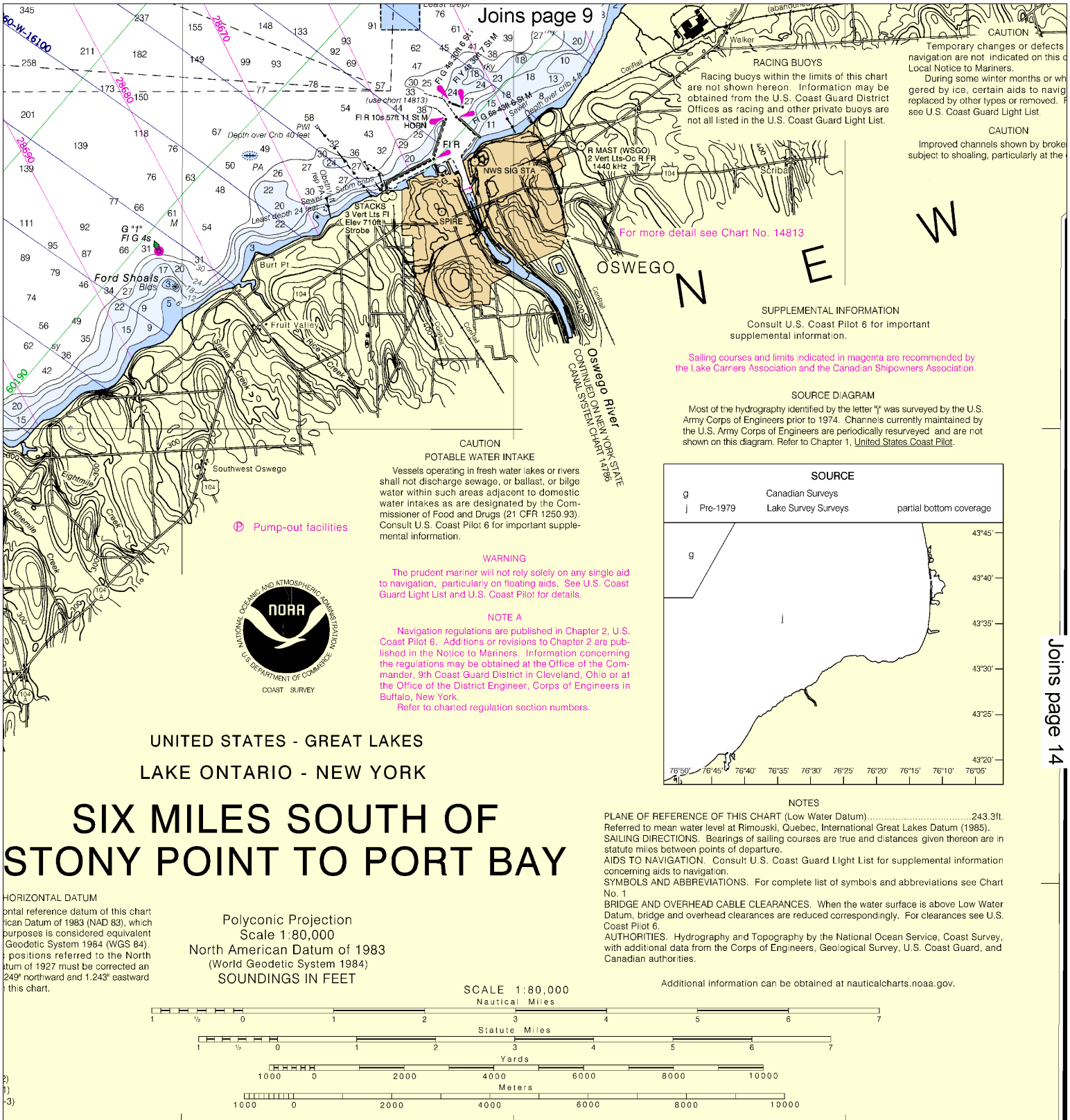
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



UNITED STATES - GREAT LAKES

LAKE ONTARIO - NEW YORK

SIX MILES SOUTH OF STONY POINT TO PORT BAY

HORIZONTAL DATUM

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rican Datum of 1983 (NAD 83), which
purposes is considered equivalent
Geodetic System 1984 (WGS 84).
positions referred to the North
tum of 1927 must be corrected an
249" northward and 1.243" eastward
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Polyconic Projection
Scale 1:80,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....243.3ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard LIght List for supplemental information concerning aids to navigation.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

Additional information can be obtained at nauticalcharts.noaa.gov.

SCALE 1:80,000

Nautical Miles
1 1/2 0 1 2 3 4 5 6 7

Statute Miles
1 1/2 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

Meters
1000 0 2000 4000 6000 8000 10000

76°35' 76°30' 76°25'

FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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RACING BUOYS

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Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

For more detail see Chart No. 14813

OSWEGO

SUPPLEMENTAL INFORMATION

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SOURCE DIAGRAM

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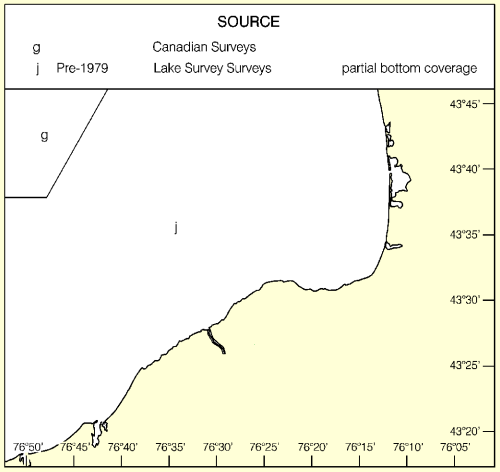

CAUTION

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NOTE A

regulations are published in Chapter 2, U.S. ons or revisions to Chapter 2 are pub- o Mariners. Information concerning e obtained at the Office of the Com- uard District in Cleveland, Ohio or at rict Engineer, Corps of Engineers in

regulation section numbers.

Joins page 13

OF
T BAY

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SCALE 1:80,000

Nautical Miles 3 4 5 6 7

Statute Miles 3 4 5 6 7

Yards 4000 6000 8000 10000

Meters 4000 6000 8000 10000

CONTINUED ON NEW YORK STATE CANAL SYSTEM CHART 14786

Oswego River

Entrance marked by private aids

CAUTION North Pond entrance channel is subject to continual change

Carl I

Bartlett Marina

LAKE ONTARIO NORTH

43° 40'

43° 39'

43° 38'

76°12'

76°11'

76°30' 76°25' 76°20' 76

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NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS 1 2 3 4 5 6 7 8 9 10 11
FEET 6 12 18 24 30 36 42 48 54 60 66
METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21

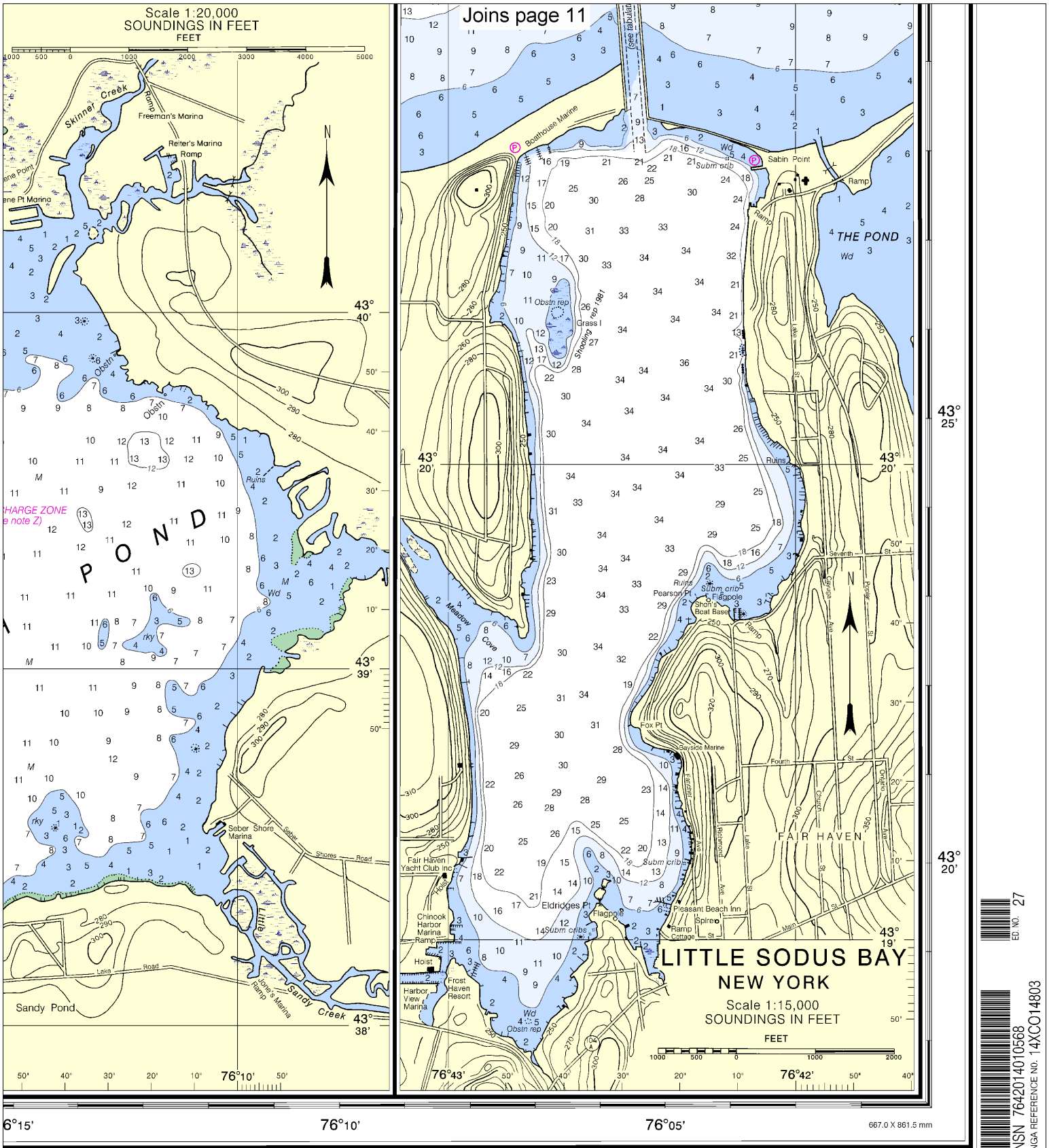
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles 1 0 1 2 3 4 5 6 7

Yards 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



667.0 X 861.5 mm

Six Miles South of Stony Point to Port Bay

SOUNDINGS IN FEET - SCALE 1:80,000

14803

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ED NO. 27

NSN 7642014010568 NGA REFERENCE NO. 14XCO14803

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
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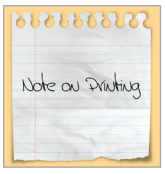

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